

**Minutes of the Meeting
January 15th, 1998**

Projects Reviewed

705 Charles Street
Nordstrom Office Building (7th and Olive)
Denny Way/Lake Union CSO Control Project
Weller Street Bridge
Bell Town P-Patch
Seaboard Lumber
North Service Center

Convened: 8:00 am

Adjourned: 5:00pm

Commissioners Present

Barbara Swift, Chair
Gail Dubrow
Robert Foley
Gerald Hansmire
Jon Layzer
Rick Sundberg

Staff Present

Marcia Wagoner
Peter Aylsworth
Rebecca Walls

011598.1 Project: **Design Commission White Paper**
 Phase: Outline
 Presenters: Michael Read, SDC
 Marcia Wagoner, SDC
 Barbara Swift, SDC
 Time: 1 hr. (N/C)

Michael Read presented a draft of the Design Commission's Transition Memo for Mayor Schell to the Commissioners for discussion and revision.

0115988.2 Project: **705 Charles Street**
 Phase: Schematics
 Presenters: Jun Quan, ESD
 Peter Greaves, Greaves Architecture
 Attendee: Susan Ulep, U.W. student
 Time: .5 hr. (0.3%)

The site for this project is located at the corner of Seventh Avenue and Charles Street. It is a new structure to house vehicles that could be damaged by freezing temperatures. It will have minimal HVAC equipment consisting of unit heaters and an exhaust system. It is a rectangular structure with twelve double-doors. It will have a light monitor toward the south for additional light and heat. The base of the building will be masonry for impact resistance. There will also be a screen wall along Seventh Avenue.

Discussion:

Wagoner: Is there an existing curb and sidewalk on Charles Street?
Greaves: No. It is a street internal to the site. Hopefully the budget will allow additional paving.
Swift: Could you discuss the context of the site.
Greaves: Eighth Avenue runs through the site, just south and under Interstate 90.
Swift: What is the character and scale of surrounding buildings?
Greaves: They consist of painted concrete block and built-up concrete structures. There are some cast-in-place structures for loading sand. There is one brick building on the site.
Wagoner: What type of fencing surrounds the site?
Greaves: There is opaque fencing along Dearborn Avenue. The rest is chain-link. We hope to reintroduce more masonry fencing.
Foley: Are there plantings along the sidewalk?
Greaves: There are street trees which we will try to revive and increase. There is also some ivy growing on the fencing in places.
Swift: Sometimes the quality of civic buildings get reduced by budget constraints. Over time, the public begins to view City government as cheap and low-end. I urge that you think about the functional provisions, but also about our responsibility to design quality City-owned buildings.
Dubrow: The west facade may be a place to enhance the pedestrian's view.
Layzer: What are the wall materials?
Greaves: Some are concrete block and some are six inch engineering bricks. The 714 building has clay tile on the walls.
Dubrow: Is vandalism an issue with the facade materials?
Quan: It hasn't been in the past.

- Sundberg:** I am concerned about a relentless 200 foot wall of concrete block.
- Hansmire:** You could wiggle the wall, or off-set every other section.
- Layzer:** I think that the simple utilitarian approach is fine. I think you could explore what to do with the wall. The project could potentially have an interactive approach with artwork.
- Dubrow:** The monitors could be used as a focal point to give the building some street presence.
- Foley:** Is there a storm water management requirement?
- Greaves:** There will be a detention system.
- Action:** **The Commission recommends approval of the schematic design as presented. The Commission would like further exploration of wall treatments along street frontage.**

011598.3 Project: **Nordstrom Office Building (7th and Olive)**
 Phase: Alley Vacation
 Presenters: Mike Whalen, Mike Whalen, AIA
 Paul Schmidt, Nordstrom
 Al Clise, Clise Properties
 Lindy Gaylord, Seneca Group
 Rich Hill, Philip, McCullough, Wilson & Fikso
 Sandra Howard, DCLU
 Time: 1 hr. (hourly)

This is a partnership development between Clise Properties and Nordstrom. Nordstrom desires to consolidate its corporate office space into a single building with approximately 500,000 square feet of office space. The project will have street level retail around the base and below-grade parking. The developer requests an alley vacation in order to develop the site as a single parcel. The alley will remain open for public use and vehicular access. The following three options have been explored by the design team:

- Option One Two lots*
 Doesn't meet consolidation goals
 Added site congestion
 Creates 8 story blank wall next to Marsh & McLennan Bldg.
 2 buildings requires 2 garages and increased traffic flow problems in the alley
- Option Two One lot, office space over alley*
 Single garage
 Open alley, w/ office space above, still allows parking access
 Covering alley provides weather protection to loading areas
- Option Three One lot, with low-income housing*
 3-5 floors of housing above retail
 no cover over alley
 single garage
 increased tower height
 maximum consolidation of Nordstrom offices

Discussion:

- Swift:** I appreciate the comprehensive nature of the presentation and its transparency.
- Foley:** In the second scheme, what functions are in the space over the alley?
- Whalen:** It would be office space, allowing for larger, more flexible office floor plates.
- Layzer:** What are the office uses that require so many loading bays? How would they effect the housing component?
- Whalen:** The Land-Use code requires six loading bays for this size project. The alley is currently congested with service to the Marsh McLennan building. The interior portion of the smaller lot would not be usable for retail space, so loading bays in that location make the most sense. In the housing scenario, we would probably delete one or two loading bays for dumpster space, etc.
- Layzer:** What is the funding mechanism for the low-income housing in the third option? How can the City be assured that the development could move forward?
- Whalen:** I can't speak about the actual resources, but at the last meeting with the State Housing Resources Group, there was strong support for the project and they seemed to want it to move quickly.
- Layzer:** What would be the cost of the site to the State Housing Resource Group and how would they benefit from the partnership?
- Whalen:** They would be their own developers. They would acquire the land on their own. The project would only be affordable if the development rights can be transferred to the office tower and if the office tower development can get bonuses for the low-income housing.
- Howard:** As a condition of the Master Use permit, the low-income housing would result in additional floor space allowed for the office tower. In the Master Use permit, the low-income housing portion and the office tower must be two parts of the same project. The housing portion also has to be a permanent feature. If it is removed in the future, it must be replaced by an analogous use.
- Swift:** If the vacation is not granted, and there are two garages, is the alley still the main access to parking?
- Whalen:** The goal is to keep the parking access as limited to the alley as possible. The alley traffic is a DCLU issue. DCLU doesn't want us to add any curb cuts to the site. The alley is already very congested and the consolidation of garage parking space would relieve most of the turning conflicts and traffic issues. Two garages seems to further complicate an already complicated situation.
- Swift:** There seems to be an opportunity for the use of a traffic management plan, such as the trip reduction program already used by Nordstrom, to ease the situation. The project could really support public transportation in the area, mediating a long-term issue.
- Layzer:** As a building downtown, it already requires a trip reduction program.
- Dubrow:** The design of the building at the base, through street level amenities such as restrooms, could encourage trip reduction. Another public benefit could be the way the building, by design, promotes transit use. I think the project needs to be taken to the next step beyond massing in order to really deal with these issues. If the low-income housing is included, how would parking requirements alter the scheme?
- Whalen:** The parking requirements are relatively low, at about one space for every two units, totaling about 30 spaces. The usage patterns for the housing vehicles differs from the daily business usage patterns of the office tower, so congestion would not be a major problem.
- Layzer:** Have you thought about any public amenities or open space at the ground level?

- Whalen:** We have been concentrating on the standards that require continuous street use frontage and wider sidewalks.
- Dubrow:** You might look at the Convention Center's street improvement plans.
- Swift:** The Pike Street Improvement project could also offer some contextual information, not necessarily for application.
- Whalen:** We plan to deal with the contextual issues.
- Foley:** What are the drawbacks of not connecting the buildings across the alley.
- Whalen:** If the buildings are separate, the development would require two separate sets of elevators and wouldn't consolidate the office space effectively. The space over the alley also protects the loading area from rain.
- Dubrow:** How many square feet of office space is over the alley?
- Whalen:** About 20,000 square feet would be gained by building over the alley.
- Dubrow:** I appreciate your attention to the cosmetic and massing issues. I wonder what the general public benefits are being provided and want to see them added to the compensation.
- Whalen:** We are early in the development phase, but are considering awnings over the sidewalk that would protect people from the rain. Since the transit stops are all on opposite sides of the streets, due to the one-way traffic, it is difficult to provide amenities to transit users.
- Howard:** The major issue for DCLU is accessing the parking garage from the alley side of the building. The three adjacent streets are all pedestrian corridors. We have looked at where curb cuts could occur, and decided that Stewart Street seems the least pedestrian friendly. We are considering a one-way curb cut on Stewart Street for exiting the parking garage. The policy warrants continuous building facades along the street edge. We are also concerned about the use in the southeast corner of the building if the tower is pushed toward Stewart Street. The design of the garage entry on Olive Way where they have pulled the building back to reveal the entry is counter to what we would like to see. We would rather that they bring the building to the alley and wrap the facade into the alley. If they were to propose this type of design, we would like to see an active use, such as a café, in the space between the sidewalk and the garage entry.
- Barnett:** We don't yet have a petition for the alley vacation. Alleys are really created to serve the abutting properties, but we are concerned about the remaining alley space. The City doesn't want the alley vacation to be a screen for other purposes. We are looking for a purpose in connecting the two buildings over the alley. Public benefit is the big issue. It can be developed in many ways; the quality of design, creating a pedestrian friendly environment, strong retail frontage, and an active street life. Loading is another issue that has to be dealt with.
- Dubrow:** Are there any precedents for improving bus stops off-site (i.e. across the street or at the nearest adjacent public space)?
- Swift:** It is my sense that Beverly sees it as a contrivance to deal with FAR and other issues. Is that correct?
- Barnett:** No, that would concern me if nothing was planned above the alley or if no real connection was being proposed.
- Dubrow:** The code makes provisions for those issues. Is there a need for the two buildings to be connected if the only reason is to make one building taller?
- Layzer:** What would be lost if the alley vacation was not approved and the low-income housing component fell through?
- Whalen:** It is my understanding that the housing component wouldn't be feasible without combining the two sites through the vacation.

- Dubrow:** Could the same outcome be achieved through a different mechanism, such as a variance?
- Whalen:** We are open to other options and have no desire to acquire the alley for other uses.
- Layzer:** Is the parking garage below the building for employees or for pay parking?
- Whalen:** Probably both, it would hold approximately 500 cars.
- Foley:** I like the social benefits of the low-income housing scenario and prefer the open character of the alley. Please clarify how the alley vacation provides a public benefit.
- Whalen:** Each scheme has a similar amount of office space. How that space is arranged is the major difference between them. The alley vacation with the housing component allows us to achieve the same amount of office space consolidated in a single building rather than two spanning over the alley.
- Swift:** I sense there is Commission support for the low-income housing partnership scheme.
- Dubrow:** The size and scale of the large tower is not overwhelming. I feel comfortable with the immediate benefits for surrounding buildings.
- Swift:** I recommend the pursuit of a mechanism, such as a variance, that allows the project to realize the benefits of all three schemes.
- Sundberg:** If other mechanisms don't work out, we would be more comfortable in approving the alley vacation.
- Dubrow:** I think the Commission prefers not building over the alley.
- Foley:** I am concerned about the housing having separate parking in the office garage.
- Action:** **The Commission appreciates the comprehensive presentation and the use of study models to show alternative schemes. The Commission recommends that easier alternative mechanisms, such as a variance, be attempted prior to requesting an alley vacation. If an alley vacation is the only way, then the Commission recognizes that the public benefit could be developed through street improvements, support of transit use, inclusion of the low-income housing component, and a single parking garage with shared use for housing and office spaces. In the spirit of cooperation the Commission asks that the viability of the consolidated parking be tested.**

011598.4 Project: **Denny Way/Lake Union CSO Control Project**
 Phase: Briefing
 Presenters: Kate Boris-Brown, Norton, Arnold & Janeway
 Judy Cochran, King County Wastewater Division
 Laura Haddad, Artist
 Greg Hill, Streeter & Associates
 Carol Valenta, King County Public Art
 Time: .75 hr. (N/C)

The Denny Way/Lake Union CSO Control Project is a joint project of King County and the City of Seattle. When completed, it will control combined sewer outflows to Lake Union and at the Denny Way CSO on Elliott Bay. During small and moderate storms, CSO flows will be stored and then transferred to the West Point plant for treatment after the storm subsides. During very large storms, there will be at-site treatment and discharge to Elliott Bay. Treated flows will be discharged through a new submerged outfall off of Myrtle Edwards Park. The existing outfall at the Denny Way Regulator Station will be extended further into Elliott Bay and will be used

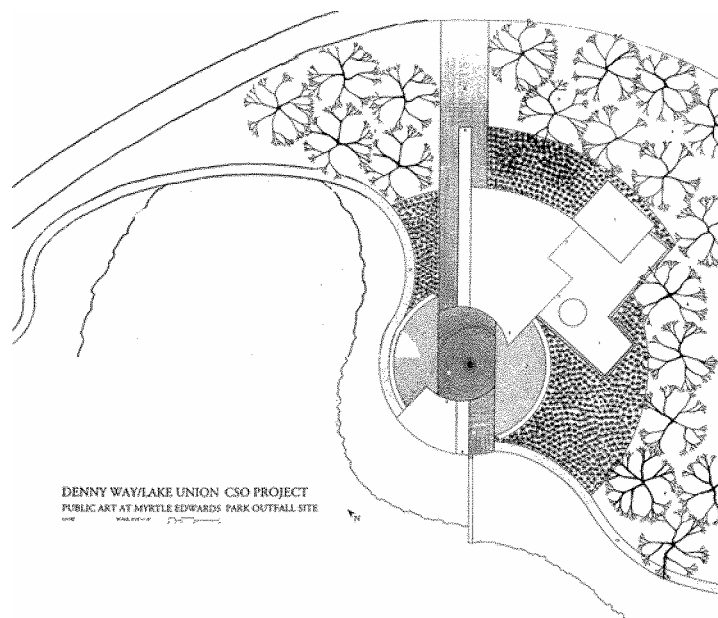
during extreme events to discharge untreated CSOs (as allowed under state regulations). Other facilities to be constructed as part of this project include a tunnel under Mercer Street for conveyance and storage, the CSO facility located on Elliott Avenue West at Mercer Street, and various pipelines and underground regulators. The design team has recently completed the 30 percent design submittal.

The Elliott West facility is situated next to the Darigold plant and is also near a grain terminal. The design team has developed three envelope options, each expressing the three primary spaces. The first option has traditional pitched roofs with gable ends, the second has curved roof forms, and the third has shed roofs forming a sawtooth roof line. There is a strong emphasis on durability and making a structure with a long, serviceable life. The roofing will probably be metal and the facades have a variety of color and pattern options within the concrete block.

An art budget for the project has been established. Myrtle Edwards Park outfall site was selected for the location of the art program. The pedestrian scale of the site encourages public interaction with the art. The proposed artwork includes two major elements; a small pocket beach, and a landscaped plaza with sculptural pieces.

The pocket beach

A small portion of shoreline will be extended into Elliott Bay while the edge of an adjacent cove will be recessed into the park. This shoreline recession, coupled with removal of an existing concrete grating outfall structure, expands the cove enough to allow for a small beach.



The plaza

The plaza is designed to direct the viewers attention to the interface between nature and technology. The plaza is a circle that encompasses both visible and invisible elements of nature and technology, including the regulator building and underground pipes, Puget Sound and other past waterways which have since been incorporated into the sewer system. Sculptural pieces are positioned to delineate relationships between images and sounds of these various components. The layout of the plaza includes a small space for impromptu performances, and creates a viewing platform for other special events at the park.

Discussion:

- Foley:** Do you have a preferred building option?
- Hill:** I am leaning toward the option with curved roofs because of its industrial nature.
- Cochran:** We held a public meeting earlier. The curved roof option has gotten the most favorable response.
- Swift:** This is definitely a hostile pedestrian site. Its urban context is dominated by the Queen Anne hillside, the simple horizontal plane of Elliott Bay, and the filled edge of the shore. This project is going into a historically industrial context, meaning the forms were simple. I have a personal attitude about the decoration of modernist forms of architecture and am concerned about the project moving quickly from a massing model to the development of facade patterns. The missing step seems to be consideration of skin depth and using fenestration to develop more detail and shadow rather than visually flat brick patterns. Windows seem to be a good place to develop depth in the facade. I urge you to look at the transition between massing and surface treatment.
- Sundberg:** I agree with Barb on those points. I prefer the direct approach to facade treatments, where the details develop out of necessary elements.
- Dubrow:** I agree. I wonder if the street will have more pedestrian use in the future. I wonder if the orientation of the building could be more successful with the long side along the street.
- Cochran:** The function of the building has to come first. The building orientation is determined mainly by the tunnel under Elliot Avenue and how the pipes need to access the site. There is also an unvacated portion of Mercer Street on the site. We are trying to keep all above ground facilities off of that area.
- Dubrow:** The transition of the building forms down toward the water might also be reinforced if the design was rotated.
- Hill:** Functional issues pushed the building up against the street. We tried to switch the building, but piping complications made it impossible. The actual facade length is similar on either side. We are also trying to create an edge for the street.
- Layzer:** Does the form have to follow the function? Perhaps reflecting the context not the function would be better?
- Hill:** Rotating the building 90 degrees creates many engineering problems. We are trying to work with the engineering functions of the project and articulate that through the architecture. We haven't been able to justify form changes to engineering.
- Swift:** The contextual fit is an important issue that shouldn't be neglected. Functional issues should be balanced with the sites contextual surroundings.
- Foley:** I think it should look different than other buildings in the area. It seems to fit more with the granary next to it, which is a pure expression of its function. I support the articulation of the functions.
- Dubrow:** If the building is almost square, why can't it be rotated.
- Hill:** The three major sections of the building have distinct functions inside. Rotating the building would require changing the system underground.
- Dubrow:** I agree with uniting form and function. Perhaps both the building and the pipe system could be rotated.
- Cochran:** There are many outflow directions, and any turning of the system adds a lot of deep piping.
- Wagoner:** The difficulty is a lack of basic information about the required functions of the building.
- Layzer:** I seem to remember a briefing in June with some information about the site and

circulation.

Hill: The site will have primarily tank trucks with chemicals entering and leaving the site. There will be little need for parking on site. We plan to surround the site with iron and concrete fencing.

Foley: What is the reason for the fencing?

Hill: There is some after-dark activity occurring in the area now, and we will have dangerous chemicals on the site.

Cochran: There is a transient population in the area and the facility will not be staffed continuously.

Dubrow: What is the budget for the arts program?

Valenta: That is still being finalized, but will probably be around \$100,000.

Cochran: Most of the work for the art component will be done when the new pipe outfalls are put in. Much of the cost for the landscaping and plaza will be covered in the site restoration budget, not the art budget.

Swift: I like the effort to create a place. I also like the volume of space that brings the water into the land in the beach area. I appreciate the simplicity of the forms and volumes coupled with the landforms and trees. You have worked within the simplicity of the park and with a very nice space. Perhaps you should now step back and consider the overall message of the project, what is essential, and what room should be left for personal experience.

Dubrow: The physical design is strong. I find the text a little too romantic and flowery. The text could have more ways of talking about water. You could include technical or engineering phrases to give more variety.

Layzer: I commend you all on the early involvement of an artist. I like the access to the water. Are there any water quality issues to deal with?

Cochran: Contaminated sediments in the removed soil will be dealt with. There will still be some contaminated sediments in submerged areas, which is more of a long-term King County problem. The beach is not intended to be a swimming place for the public.

Foley: What is the length of outfall?

Cochran: The primary outfall extends into the bay about 500 feet. The emergency outfall, for extreme storm conditions, extends about 100 feet into the bay.

Action: **The Commission recommends approval of the project as presented with the following comments and recommendations.**

In regards to the building component, the Commission:

- encourages less decorative surface treatment; use clarity of materials to develop detail.
- recommends connecting the three sections along the street visually to create a cohesive facade.
- advocates simplicity and refinement of the Elliott Avenue facade, discourages fencing on Elliott, but like the replacement of existing fencing with iron and concrete fencing.

In regards to the art component, the Commission:

- strongly supports the integration of public art and the kind of budget integration that allows the amount of art to be maximized.
- recommends a reevaluation of the text
- thanks King County for creating a public amenity out of a technically invisible improvement.

- appreciates the artist's attempt to reveal the functions and uses of the underground system.
- urges that the artist evaluate the critical parts to better articulate clear presentation of the theme, while allowing for more personal interpretation.

011598.5 Project: **Commission Business**

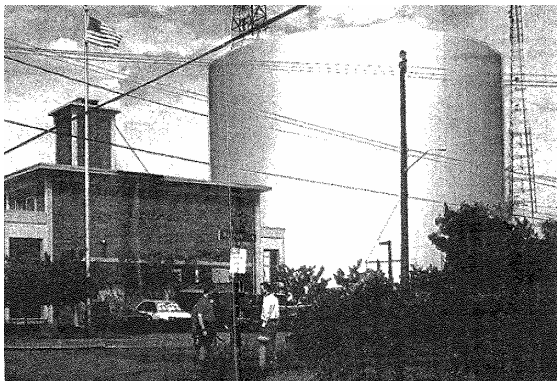
Action Items

- A. MINUTES OF DECEMBER 18TH MEETING: Approved as amended.
- B. MINUTES OF JANUARY 8TH WSCTC MEETING: Approved as amended.

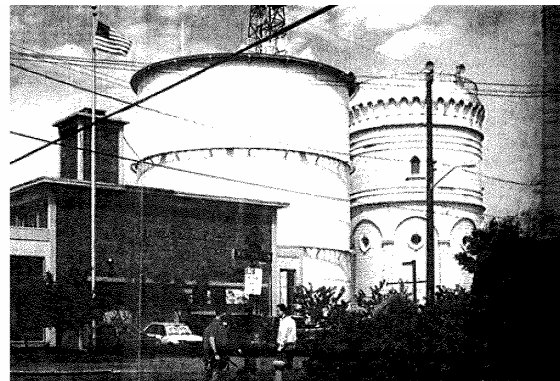
Discussion Items

C. QUEEN ANNE STANDPIPE AND PUMP STATION: The Commission had the following discussion with Eugene Manchev, an engineer on the project. A subcommittee consisting of Commissioners Batra, Dubrow, and Sundberg was appointed

Time: .75 hr. (0.3%)



After



Before

Discussion:

- Manchev:** The size and capacity has not been changed. We identified a need of three million gallons, but realized that we couldn't do that with the two tennis courts in the way.
- Swift:** I notice that there is a close correlation between the action from 1993 and our action from December 1997. They both refer to issues of scale, siting, and detail.
- Dubrow:** There has probably been an increase in the value of vernacular buildings in recent years. Public response to the existing tanks may have changed in the last four years since your public meeting.
- Wagoner:** The Commission does build on past actions, and should probably not redirect the project in regards to two tanks.
- Sundberg:** The major issue is the detail and scale of the new tank. The smooth sides with graphic applications does not address either of these issues. I value the historic structures.
- Swift:** The Commission needs to building upon the past action. The new design still

doesn't reflect the issues of scaling and detail. The scaling is more than surface treatment, it includes urban fit, and massing. Look for ways to provide scale on the exterior of the structure, to breakdown the size of it.

Sundberg: Are there alternative ways of constructing the tank?

Swift: Are there internal ribs or framing that could be pulled to the outside? Perhaps the steel panels could be connected in a way that reflects this connection and creates scaling elements. If this structure was placed at Boeing Field, it would be compatible. But you are putting this into a residential neighborhood.

Dubrow: The increased capacity is a difficult issue. Could the tank be set underground part way?

Manchev: We ran that idea by a structural designer who said that it wasn't feasible. The tank needs a base underneath it to handle seismic loads.

Dubrow: You can still build a structure underground with a base.

Manchev: Our structural consultant said it was nearly impossible without enormous costs.

Dubrow: Perhaps you should get another consultant. I don't want to pick between the functional advantages of a larger tank and the scale issues. I think we can have both with the right design. It is difficult to make a decision without a presentation of engineering issues.

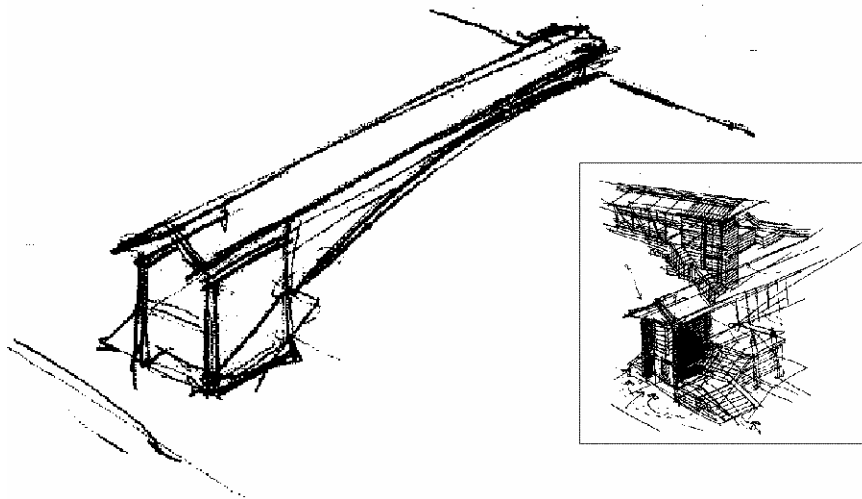
Swift: We can't resolve the problem at this point. Even with the differences between the actions, it is safe to say that there is continuity on siting, scale, and contextual fit issues. If the previous Commission were still here, they would probably have similar concerns with this solution. A written analysis by the engineer would help the Commission understand these issues.

Wagoner: We should appoint a subcommittee to meet with Aziz about this project. Commissioners Batra, Dubrow, and Sundberg are appointed to a subcommittee.

- D. KING STREET AREA IMPROVEMENTS-CONSULTANT SELECTION: Update by Layzer. The artist was selected out of Portland. Cast amber lighting is proposed at a conceptual level. The artist will be involved in the design process.
- E. MARION STREET BRIDGE - CONSULTANT SELECTION: Sundberg reported. LMN was selected.
- F. SAND POINT: Swift reported on the Commission's future involvement with the Sand Point review process.
- G. PROPOSED CONSULTANT SCOPE OF WORK FOR MUNICIPAL CENTER MASTER PLAN: Hansmire reported.
- H. PEDESTRIAN BRIDGES; LETTER FROM JEFFERY OCHSNER: Commission discussion.

011598.6 Project: Weller Street Bridge
 Phase: Schematics
 Presenters: Joe Beck, King County Department of Transportation
 Fred Chou, King County Department of Transportation
 Ron Leimkuhler, KPFF
 Rich Murakami, Arai/Jackson
 Ron Posthuma, King County Department of Transportation
 Carol Valenta, King County Public Art
 Attendees: Steve Arai, Arai/Jackson
 Shawn Aronow, Department of Construction and Land-Use
 Bruce Ellison, Arai/Jackson
 Steve Pearce, Office of Management and Planning
 Time: 1 hr. (hourly)

The Weller Street Bridge project crosses the Burlington Northern Santa Fe railroad tracks at south Weller Street, from the Fourth Avenue south viaduct to the north Kingdome parking lot. The project has two major components; the covered bridge, and the elevator/stair core at the west end. The bridge deck will be 20 feet in width, and will have support columns placed on existing platforms. The RTA will design access stairs to these platforms. The bridge structure is not supported on the east end at Fourth Avenue. Three options for the design of the elevator/stair core were developed. The first had a ramp in the center, rather than an elevator, with stairs on both sides. The second option utilized a ramp as the primary people mover, with one set of stairs on the side. The third, and preferred, option has a central elevator flanked by two sets of stairs. This option has a massive, vertical appearance that provides a visual anchor from which the bridge can extend. The bridge supports will be steel with a slight half-arch rising from the west end toward the east end. The roof form is one continuous gable. The sides of the bridge will be screened with a two inch mesh up to eight feet. The project is being developed with an artist from Portland and many parts have been identified as opportunities for art. These include grillwork, gates, and lighting.



Discussion:

- Dubrow:** Will the artist only be involved on the bridge, or also on the elevator mass at the west end?
- Leimkuhler:** The artist can have a holistic impact on the project. The masonry structure may become a patterning palette. The elevator may have glazing to be dealt with artistically. They will have to watch their own budget, but I think they will do as much as they can. It is still in the conceptual stages.
- Dubrow:** What is the art budget?
- Valenta:** The budget is not completed as of yet.
- Foley:** I wonder about the mass around the elevator. What is under the stairs?
- Murakami:** We tried making the stairs out of steel, with a lighter feel to them, but the 20 foot necessary width made it difficult. We were also concerned about debris and sanitary issues.
- Leimkuhler:** The north stair will probably be cantilevered off of the elevator mass. The context of the stadium allows more massing a monumentality on the west end of the bridge.
- Posthuma:** The layout is based on outflow issues. The stairs don't line up directly with the bridge axis to prevent people being pushed down the stairs during the westward surge times. The amount of flare in the stair design is still being studied.
- Swift:** I realize this project is on a fast track. What I like about the last alternative is that it endeavors in form to relate axially with the existing station buildings. The elevator end seems to reference the Beaux-Arts style in its civic monumentality, yet looks modernist in form. I question the necessity of having wider stairs on the south side. The form seems to be established by a function that is not as important as a stronger symmetry.
- Hansmire:** I agree with Barb. The bridge is architecturally associated with the train station.
- Dubrow:** The roof plays a major role in the form of the structure. There seems to be appropriate and adequate room for artist involvement. I appreciate your responses to previous Commission comments.
- Posthuma:** The RTA wants the bridge to be covered also.
- Layzer:** Is the depth of the setback into the elevator area adequate?
- Murakami:** It is about ten feet now. To make it any deeper would begin to create safety issues.
- Layzer:** How do the steel beams tie in at the east end.
- Murakami:** It would tie into the wall at the peak of the arch. It is not totally developed yet.
- Posthuma:** We think the arch adds to the bridge composition, but still need to see some cost estimates of the steel. The arch would be very gradual.
- Layzer:** What kind of signage and way-finding elements are planned?
- Leimkuhler:** We plan to incorporate that soon.
- Dubrow:** Do you have a graphic design for the project?
- Posthuma:** No.
- Hansmire:** The landing looks more architectural than bridge-like. Perhaps separating the cover over the bridge from the massive, monumental west end would lighten the bridge and reinforce it springing over the tracks.
- Dubrow:** That kind of separation would also enhance the gates at each end, giving the artist room to develop the bridge as a single unit.
- Posthuma:** There will also be a City Light feeder installed underneath the bridge, so it does serve a dual function.
- Swift:** You have dealt with a broad range of issues. I urge you to now take a breath, focus on the design, and enjoy the project. It is an absolutely marvelous project.
- Foley:** I really appreciate seeing the other options presented. It gives us a good context

for how the design has developed.

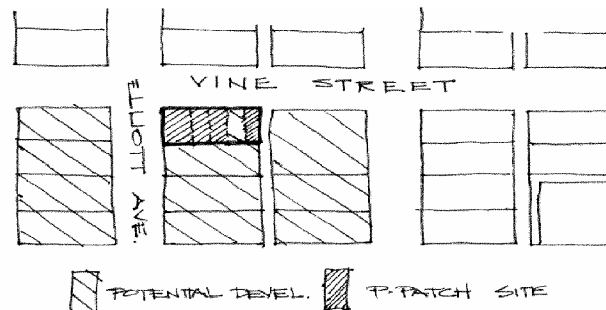
Action: The Commission commends the design teams on a thorough presentation and on the early involvement of an artist. The Commission recommends approval of the project as presented in schematic design and makes the following suggestions:

- explore the connection of the bridge with the elevator core, possibly varying the roof forms;
- explore a more symmetrical approach to the stairs and elevator core.

011598.7 Project: **Bell-Town P-Patch**
 Phase: Briefing
 Presenters: Glenn MacGivra, Friends of P-Patch
 Shawn Aronow, Department of Construction and Land-Use
 Rich Macdonald, Department of Neighborhoods
 Donald Harris, Department of Parks and Recreation
 Attendees: Steven Goldsmith, Seattle Post-Intelligencer
 Time: 1 hr. (N/C)

The Bell Town P-Patch is located on the corner of Vine Street and Elliott Avenue. There is adjacent private property to the south and to the east which is currently zoned DMR/C 125/65. If this property were developed to its allowable height, it would shade the garden during the growing season. If a development proposal for this property underwent an EIS process, the community could provide input on such issues as construction impacts, air quality, noise, and glare. However, with the current language in the SMC 25.05.675(Q), the community would have no legal grounds for commenting on shading issues impacting the garden.

This section of the SMC states that "it is the City's policy to minimize or prevent light blockage and the creation of shadows on open spaces most used by the public." There are currently only five areas in downtown where shadow impacts may be mitigated. These include Freeway Park, Westlake Park and Plaza, Market (Steinbrueck) Park, Convention Center Park, and Kobe Terrace Park and the publicly owned portions of the International District Community Garden. The Bell Town P-Patch is asking that it be added to this list, allowing the DCLU Director to permit shading issues to be raised by the community in response to any adjacent development proposal.



Discussion:

Swift: This is a challenging issue.

- Aronow:** DCLU recognizes that this is an emotional issue for the community. We are interested in balancing the needs of open space and new development. We are also committed to working with the community, the City, property owners, and other organizations. We are working on a schedule for public meetings. This project requires a lot of cooperation and coordination. DCLU is reviewing the shadow study from 1996 and will have a response on the shadow issues in February.
- Harris:** The City has many roles in this project. It is both regulatory, through DCLU, and the land owner, through the Parks Department. There are many legal issues involved as well. We are beginning to evaluate acquisitions of portions of the site to expand the P-Patch.
- Macdonald:** The amount of time and energy it took to develop the site was extensive.
- Dubrow:** I can't really judge the site without the shadow study data. I value the site personally. There are various ways of protecting the site, but I don't have enough information to reach a conclusion.
- Swift:** The shadow study is critical data.
- MacGilvra:** The shadow study, done as if the adjacent sites were at a maximum build-out, showed that there wasn't enough light for plants to thrive in the P-Patch. We are only asking that the DCLU Director have the power to raise the issue and ask any future developers to produce a shadow study of their building. From that, the City could evaluate the impact of the building's shadow.
- Dubrow:** How were the other five sites judged to merit the protection? The P-Patch seems equal in significance to the others.
- Swift:** It is my understanding that you need about six to eight hours of direct sunlight to grow a garden. Did the shadow study look at alternative heights and building envelopes that would allow the P-Patch to function.
- Harris:** The shadow study did some of that, showing a range of options depending on where the sun is at. It is difficult to determine the extent of shade without an actual development.
- Aronow:** I looked at the shadow study briefly. It did look at different massing options like stepping the building back. It is difficult to respond to a non-specific proposal. DCLU is looking at what has changed since the study was done.
- Dubrow:** It seems that the P-Patch is not asking for a decision about regulation, but only for the right to have citizens comment on future developments.
- Foley:** How would that be different from the current procedure?
- MacGilvra:** During the EIS process, the community would have an opportunity to comment on issues of impact. Shade is not currently an issue of impact required to be considered in the EIS. The developers would not be required to address any comments regarding shade. This change would just open it up to the public.
- Wagoner:** What led to the choice of this location for the P-Patch, given the adjacent zones were already established?
- Harris:** The site was acquired through the community nomination process of an open space program. It was available, offered great opportunities, and the community wanted it.
- Swift:** Could we take advantage of this opportunity to extend special consideration of shadow issues on the site. Valuable open space merits more consideration.
- Dubrow:** I think that the social benefits offered by the site are equally important and are another reason for protecting the open space. I don't know the legal mechanism for the administration of that protection.
- Foley:** I believe that shadows cast by any proposed project are subject to discussion.
- MacGilvra:** That is correct for most areas other than downtown. The code is very specific in

- the downtown area.
- Harris:** The site functions as a park, well beyond gardener involvement. It is a place of social interaction.
- Dubrow:** Would the Parks Department support this proposal to give the DCLU Director power to raise shade as an issue on this site.
- Layzer:** In the scoping process the City could selectively include such issues .
- Aronow:** The code requires shadowing issues to be addressed in areas outside downtown. In the downtown area, shadow impacts are not recognized as requiring mitigation under the current code in part because they come with high-rise development. High-rise structures are expected, if not encouraged, in downtown zones. Certain public parks have been identified that merit protection due to their city-wide use, and frequency of use by people downtown. P-Patches, a use not anticipated or regulated under the code, are an anomaly downtown.
- MacGilvra:** All of Seattle's P-Patches are public. We are trying to make them more accessible as public places. The code is very clear about shade being mitigated only for the five other sites mentioned.
- Foley:** Is it a question of selecting which properties warrant shade consideration in the downtown area or extending the issue to be a part of the typical review process?
- Swift:** Downtown public gathering spaces besides streets should be subject to shadow studies and examination.
- Action:** **The Commission recommends that the City add the Bell Town P-Patch to the list of shade protected sites. The Commission also recommends that the Parks Department re-examine its policy on open space protection given the pace of development in the area. The Commission recommends that the City enlarge its capacity to protect people's places.**

011598.8 Project: **Seaboard Lumber**
 Phase: Design Development
 Presenters: Linda Hammons, Department of Parks and Recreation
 Jim Brennan, Lee Associates
 Rich Gustav, Seattle Public Utilities
 Time: .75 hr. (0.3%)

This project is very unique to the City of Seattle. The land has been acquired through the Elliott Bay/Duwamish Restoration Program and the Shoreline Improvement Fund. The project was proposed in response to a Federal suit against the City and County for environmental damages. The City is required to invest \$12 million on contamination clean-up in sediments. The budget for this project has allocated \$5 million to purchase the land, and \$5 million to restore the habitat. The Seaboard Lumber site is seventeen acres, five of which are uplands and twelve of which are submerged. This project is on a fast schedule and is moving ahead quickly. The site is located in a natural setting, bordered by Port property to the north and south and the Marginal Way Green to the west.

The project team has studied wave patterns, soil issues, fisheries issues, the ecology and archeology of the region, and wildlife. The goals of the project are to create an inter-harbor, wildlife habitat, with passive public intervention. It will primarily function as a preserve. The design is now nearing 50% completion and construction is planned to begin in late summer 1998. The primary contamination work will be in removing sediments. Most of the contaminated soils are stable and leaving them will be less damaging to the site than removal. The primary elements

of the project include a shallow water marsh with two spits protecting it from wave action. Between these spits will be a channel of water connecting the marsh to the main waterway. There will be some major plantings and foresting at the south end of the project, with the possibility of a meadow area with different plant communities. A canopy is desired for some shading of the salt marsh. Grasses and logs will be placed on the two spits. There will also be flexibility for nature to develop itself in the habitat.

Discussion:

- Dubrow:** I appreciate such a rich interdisciplinary integration in this project. Have unforeseen consequences or issues been planned for in the budget? Is money set aside for future studies to be done? What are the contaminants found in the area?
- Gustav:** The contaminants include some mercury, creosote, and petroleum hydrocarbon. We will continue monitoring these substances to ensure that what is sealed stays sealed. We are being asked to phase the new plantings in the area. Setting the grades will be sensitive. The plants must also be set with care and the desired species may not be what is planned.
- Dubrow:** Is there room in the budget for any redesign or alterations in case the project needs correction in the future?
- Hammons:** We are trying to put money aside for future work. We are also exploring volunteer programs as a means of getting more for the dollar.
- Brennan:** We plan to do some test plots. Protecting things from geese consumption is another issue.
- Foley:** The bus drop-off loop seems to defy the emphasis of this project on creating a natural habitat.
- Hammons:** We have looked at those issues, however, the adjacent property to the north has approximately 150 buses entering and leaving the area twice daily.
- Brennan:** The site would not have bus parking, just load/unload access. It is intended to be used primarily by school buses bringing children to the site.
- Foley:** Where will the storm water run-off from the parking lot be dealt with?
- Brennan:** It will first go over a gravel path and then into a grassy swail.
- Dubrow:** I urge you to include the human history of the site, the lumber industry, native American history, etc., as well as the natural history. Have you thought about a circle trail around the entire site with a bridge over the canal rather than the presented crescent, dead-end trail?
- Swift:** I would say that the humans got their share of the site and think that some should be preserved as real habitat without human interaction.
- Brennan:** It is more of a habitat site than an educational site.
- Swift:** I think that the Parks Department deserves public congratulations for approaching the project loaded with hot spots and potential problems. The City should really support this project. The interpretive elements in these types of projects are typically very poorly designed. There are issues like content, social attitudes, product, and vandalism to consider. I urge you to continue pushing the limits in order to insure that the interpretive element is as extraordinary as the rest of the project. You will have to rise above functional constraints to achieve a truly rich design.
- Gustav:** We are certainly learning in this process and welcome public involvement.
- Action:** **The Commission recommends approval of the project as presented in design development. The Commission congratulates the Parks Department, design team, and others involved on a wonderful demonstration of healing in this area and for taking on a project outside their normal scope of work. The**

Commission supports the City's interdisciplinary effort to pursue a long-term habitat restoration using a multi-disciplinary team approach. The Commission recommends that adequate resources be set aside for possible redesign or reconceptualization in addition to the initial evaluation and planning phases. The Commission also recommends that the interpretive element include human and cultural histories with the natural history of the site, and hopes that it will achieve the same level of design excellence as the overall project.

011598.8 Project: **North Service Center**
 Phase: Pre-Design
 Presenters: Chris Larsen, City Light
 Stephen DeBruhl, City Light
 Time: .5 hr. (0.3%)

A comprehensive improvement plan was done in 1996 for both the North and South Service Centers. The North Service Center is located off of Aurora Avenue behind the Oaktree Cinema. The site is enclosed by a brick wall and is well landscaped. It is surrounded by a residential neighborhood. A warehouse remodel was planned, and is under construction, that more than doubled storage capacity on the site. This increased space made possible an interior remodel to the main existing building. The remodel would be much less expensive than the planned addition. The existing building was built in the 1920's and has alternating one and two story sections. It was then renovated some time during the 40's or 50's. The remodel will primarily consist of updating materials, removing some partitions to open up spaces, and interior mezzanine/floor installation and connections. The construction advertisement/award bidding process is underway to create a larger locker room for the growing female employee population. ADA issues will continue to be addressed. Some buildings on the site will be removed or demolished after the remodeling is complete, due to a surplus of space created by the renovations.

Discussion:

- Foley:** What happens to the structures shown on the plan as deleted?
Larsen: They are primarily just mobile units that will be removed from the premises. One of the buildings is made up of nine units put together. The north annex is currently being rented from another owner and will just be vacated. The west annex is an eyesore for the neighborhood, part of the building is structurally and seismically unsound, and will be demolished. Some will stay as light storage areas. The auditorium space in the main building will also serve the neighborhood as community space. It has its own outside entrance and can be made available for community functions.
- Foley:** What is the number of employees at the North Service Center?
Larsen: There are currently 409 employees using the site.
Layzer: Most of those are dispatch employees who are away from the site for the day.
Foley: What kind of employee amenities are located on the site?
Larsen: That is a good question. We haven't really thought about employee amenities in the yard. We have just added bike racks and shelters. We could possibly use space after the removal of buildings to develop amenities in the yard area.
Dubrow: That seems like an opportunity for you to reach the next level of amenities given the number of employees. Have you considered a gym facility?

- Larsen:** We do have a gym facility currently that is used for both injury rehabilitation testing and physical conditioning.
- Layzer:** What is the size of the main building?
- Larsen:** The entire site is one city block. The interior remodel is about 41,000 square feet of area. The warehouse is currently underway with funding through the seismic program.
- Dubrow:** The project seems like a good chance for the City to recognize adaptive reuse. This project also seems to merit a write up within City publications.
- Swift:** Reuse of existing buildings was a wise choice for this project. This is a great example of good, responsible civic architecture. The area to the west is an unpleasant lot used primarily for parking. If you continue to use that area, I suggest that you do some minimal improvements for the neighborhood. These might include new gravel, some new plantings, a couple of trees to give it a residential scale. It doesn't necessarily need to be paved.
- Larsen:** I agree, that area could use some enhancement. We do need to be good neighbors.
- Action:** **The Commission recommends approval of the project as presented in design development. The Commission commends City Light for its efforts to creatively reuse existing facilities in a competent manner. The Commission supports the re-engagement of an artist and encourages the use of landscaping in the west parking area.**